(b) if so, the details of the criteria for awarding SFP;

(c) whether it takes years to decide such cases; if not, the average time taken in each case by different original/appellate authorities;

(d) whether decision of the competent authority in such cases are shared with the claimants; if not, the reasons therefor; and

(e) how many such cases were considered by AF, Record Office between January, 2004 to 31st March, 2005 and in how many cases SFP was awarded?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI B.K. HANDIQUE): (a) Yes, Sir.

(b) Special Family Pension is granted to the widows/dependents of the deceased Armed Forces Personnel if the death is due to causes which are accepted as attributable to or aggravated by military service.

(c) Such cases are dealt with utmost priority. Since determination of atrributability requires enquiry by Board of Officers/assessment by Medical Boards and multiplicity of functionaries involved in the process of decision making, the average time taken to decide such cases is six months.

(d) Yes, Sir.

(e) Only data regarding sanction of Special Family Pension are Centrally maintained. 1311 cases of Special Family Pension have been notified by the Pension Sanctioning Authorities during the period.

Facilities provided by Naval Authorities for chartered flights at Goa

3033. SHRI SHANTARAM LAXMAN NAIK: Will the Minister of DEFENCE be pleased to state:

(a) the facilities provided by Naval Authorities for the landing of chartered flights bringing in tourist at the Dabolim Airport in Goa;

(b) whether there is a demand for allowing more days and time for the landing facilities;

(c) whether Government has issued any instructions/guidelines in this regard;

(d) whether these instructions/guidelines, have recently been modified; and

(e) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) Since September, 2003, Naval authorities have been allowing landing/ departure of civil aircrafts, including chartered flights, at Dabolim Airport in Goa round the clock, except from 0830 to 1300 hrs. from Monday to Friday and 1900 to 2130 hrs. on Tuesday and Thursday during which extensive military flying is undertaken.

(b) Some chartered flight operators have requested for permission to use the Dabolim Airport during the restricted periods.

(c) to (e) The Government has advised the chartered flight operators to use the time between 1800 hrs to 0600 hrs./next day, which is grossly under-utilised (except between 1900 to 2130 hrs. on Tuesday and Thursday).

Accidents of Jaguar Aircrafts

†3034. SHRI MOTILAL VORA: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that many Jaguar aeroplanes have met with accidents due to an error of low-thrust in the engine of Jaguar aeroplanes;

(b) whether technical co-operation of Britain's Rolls Royce Company was obtained in order to rectify this shortfall;

(c) if so, the results thereof; and

(d) whether it is also a fact that Jaguar aeroplanes are meeting with accidents despite being okayed by Roll Royce Company; if so, the reasons therefor?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (d) Low thrust in the engine of the Jaguar aircraft was not found to be the cause for any of the Jaguar aircraft accidents in the Indian Air Force (IAF). Technical modifications and improvements in the aero-engine of the IAF aircraft is a continuous process.

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†Original notice of the question was received in Hindi.